

## Correspondence

Faxed November 5, 2003 to Office of Marine Safety

From: Anatoly Sverdlin, Marine Engineer

Mail Control 102346

Four (4) pages total including this cover

12/18

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\*\*\* RX REPORT \*\*\*  
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RECEPTION OK

TX/RX NO	7350
CONNECTION TEL	
SUB-ADDRESS	
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ST. TIME	11/05 16:52
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RESULT	OK

ATT. JIM SHAFER NTSB, ARE THIS IS IN SCOPE OF YOUR EXPERTISE?  
202-314-6454

ANATOLY SVERDLIN, MARINE ENGINEER.

Ferry Andrew J. Barberi, collision is happen, because this is nature of hers propulsion plant. CAPTAIN SMITH IS NOT RESPONSIBLE OR GUILTY OF THAT ACCIDENT. Collision has been predetermined by design of the propulsion plant and subciqet laws of hydrodynamics. It is only necessary certain condition (which is not of control of the ship captains) and those accidents will happen and will happen repeatedly. As an example M/V BRIGHT FIELD collision in New Orleans 12/14/96. In addition, hundreds more.

I personally believe, (it is supported by my 50+ years of MARINE ENGINEERING experience. I design, patented, build by my own hands, control systems for ships and investigating ships accidents), that, NTSB or USCG is familiar of the conditions when accidents, as this, will is happen, or if somebody, by slight chance, knows the truth, this never will be open to the people. That never happens before and never will happen now, or at near future. If NTSB and USCG, CLASSIFICATION SOCIETIES, OR ANY GOVERNMENT REGULATORY BODIES, RESPONSIBLE FOR THE SAFETY OF THE SHIPS, WILL RECOGNIZE THIS PROBLEM, WHICH EXIST ON 92%, OF TODAY OPERATING SHIPS, they operates as a time BOMBS, COMMERCE WILL STOP.

BUT IS MANDATORY, THAT CAPTAINS AND SHIP'S OPERATORS WILL BE INFORM BY ENGINE BUILDERS, CONTROL SYSTEMS MANUFACTURERS THAT NO ANY ENGINE OF ANY SHIP, CANNOT REVERSE, FROM FULL AHED TO FULL ASTERN (CRUSH STOP) AND SHIP HAS MOVING THRU WATER AT 9-11 Knots. THIS IS THE REALITY AND PEOPLE'S LIFE, WILL BE ENDANGERED AT SHIPS AND SEA, if that not will be done.